



On the Trail with the Wisconsin Department of Natural Resources



In This Issue

| | |
|---------|---|
| Page 2 | New Recreational & Education Safety System |
| Page 4 | Customer ID# Requirement for Students |
| Page 4 | Proper Headlight Adjustment |
| Page 5 | Instructor Manual vs. Instructor Guide. |
| Page 6 | Ice Safety |
| Page 6 | Crossing Roads Safely |
| Page 7 | Snowmobile Accidents |
| Page 8 | Night Time Driving |
| Page 8 | Discipline in the Classroom |
| Page 9 | Duplicate Safety Certificates Purchased On-Line |
| Page 10 | Revised RSW Area Map and Forms |

Happy Holidays

ADMINISTRATOR'S CORNER

BY GARY EDDY, ATV & SNOWMOBILE ADM.

There is talk of another great snow season ahead for Wisconsin. Along with that, more and more people will be thinking about getting themselves and/or their kids into a snowmobile safety course. Snowmobile safety is required for all riders age 12 and those born on or after January 1, 1985. That means that riders turning age 24 this January will need to complete a snowmobile safety course before they can ride the trails. Last year we certified roughly 7,500 students in Snowmobile Safety. That's the highest number of students since the 2001-2 season. Great job to all you active instructors! We did see a decrease in our active instructors however, so if you know someone that hasn't taught in a couple of years please get them involved in a class this year. If you have questions on how to get an "inactive" instructor "activated" again, please contact your local Recreational Safety Warden.

At this time, the new Snowmobile Safety manuals are being printed and all active instructors in our database are being mailed postcards informing them about the new manual and associated materials. The manual was greatly updated and also provides an instructor DVD to assist with teaching. Along with the new manual comes the internet course which will replace our CD course and should prove much easier to use and access. This will be a great benefit to our older riders as well as our out of state riders. Only students age 16 and older will be eligible to take the internet course.

Last winter, much media attention was focused on intoxicated operation of snowmobiles. This was spurred mainly by the death of a prominent news reporter from Chicago. Many snowmobilers felt this was an attack on the snowmobile community as a whole. Make no mistake; this was not an attack on all snowmobilers but merely those that needlessly risk their lives and the lives of others by focusing on drinking alcohol rather than riding. At the end of the day, a snowmobiler has better than 100-150 miles on their machine while a drunk sometimes has less than 40-50.

This media attention is nothing new. The media has always frowned and focused on operating any vehicle while intoxicated; as well they should. Snowmobilers shouldn't give in to the knee jerk reaction to defend drunk snowmobilers as they are the ones responsible for casting a negative light upon this great activity. Rather, snowmobilers should move to support increased penalties against those that ride drunk. The question snowmobilers should ask themselves is, "Why would someone be against harsher penalties for riding drunk?" If you don't ride drunk, why wouldn't you? I am hopeful that we can have a season where no says, "I don't let my family ride at night or on the weekends because that's when the drunks come out." This shouldn't be accepted, it should be battled.

The 55 m.p.h. nighttime speed limit continues to be in effect until 2010. The speed limit is in effect from ½ hour after sunset to ½ before sunrise. It is no coincidence that the

fatality rate has dropped each year since the law was passed. I am hopeful that this winter greets us with a further decline in snowmobile fatalities in the state. After the first year, I have not heard one negative comment about the speed limit. In the long run, I think everyone realized that speeds above 55 m.p.h. at night are just plain unsafe.

I continue to field calls from instructors about basic information regarding how to conduct safety classes. These questions are perfectly fine and many come from newer instructors, however please remember that most of these answers can be easily found in your Recreational Safety Instructor Manual. This is the manual provided to all ATV, Boat, Snowmobile and Hunter Education Instructors that provides the details on how to conduct and manage safety courses. Before picking up the phone, please pick your manual. Chris Wunrow goes into more detail about this manual later on in this newsletter. Also visit the Volunteer Instructor website at: <http://dnr.wi.gov/org/es/enforcement/instructor.html> to find the newest forms, manuals and other helpful information. If you do have questions, also remember that your regional recreational safety warden should be your first point of contact. They are your regional experts and are there to help you. Beginning January 2009, we will have all eight of our regional positions officially staffed for the first time in many, many years.

Thank you for your dedication and enthusiasm in helping make snowmobiling a safer activity. You are the main reason for the success of our Snowmobile Safety Program in Wisconsin. Keep up the great work and have a great season!

Thanks again! Gary

New Recreational & Education Safety Record Keeping System, BY JULIE FITZGERALD

Greetings everyone. With fall upon us and winter fast approaching you are more then likely planning for your snowmobile safety classes. I wanted to touch base with you on our new Recreational and Education Safety Record Keeping system and a few of the forms that you use for your classes.

Our new system is about 75% completed, when the remaining 25% is completed we will do a mailing to all instructors with instructions on the functions you as an instructor and the student / public will have and how to use them if you chose to.

In the new Recreational & Education Safety Record Keeping System instructors will be able to create an account and become a user.

What functions will instructors have as a user?

1. You will be able to electronically register your classes and submit to the DNR. Once your class is approved by the DNR you will receive an email with the Course ID#.
2. Allow students to enroll for your class on-line.
3. Search and update your classes that have not yet been received by the DNR. You will be able to add additional instructors, students and the warden to the roster. Save the roster to your computer hard drive and print a copy.
4. Check to see if your class supplies have been shipped and if so when.
5. Print a Junior Instructor application.
6. On behalf of an interested applicant and as the sponsoring instructor submit an application to become an instructor.
7. Search for upcoming workshops, academies or mini academies held by the Recreational Safety Wardens. And
8. View your instructor record and update your personal information.

What functions will the student / public have?

Potential students will be able to view upcoming recreational safety classes that are excepting enrollment from this WEB page:

<https://hfwolf.centraltechnology.net/wdnr/laam.nsf/public/HSClasses?OpenForm>

Students will select the class type and county, hit the search button and receive a list of that class type that is excepting enrollment.

On the far right hand side in the column labeled "Click to Enroll" if the word "Enroll" is listed it will be a link the student can click on. The system will then take the student to a screen where they will need to enter their full name, date of birth, etc. Once this information is saved it will then be placed on the electronic roster that you can access through the system. Otherwise the student will need to contact the instructor at the given phone number and/or email address to register for the class.

If the student enrolls for the class on-line they will receive a confirmation number in an email that also indicates that if they are not able to make that class to contact the instructor. The Lead Instructors name and phone number along with

the class dates, times and location will also be displayed in this email.

If a student loses or misplaces their recreational safety certificate they will be able to go on-line and print a duplicate recreational safety certificate at home.

Form Revisions / Updates

You will notice five new fields on the **Safety Course**

Registration Card, Form 8500-130. Here are the five new fields:

1. No. of Seats Available – Instructors can indicate in this field the total number of seats that are available for this class. Once we have the on-line student registration operating and you opt to have students register for your class on-line and your class enrollment reaches the number of seats available the system will mark your class as full and remove it from the WEB for public view.
2. On-Line Registration Allowed – Instructors can check Yes if they would like to allow students to register for their class on-line. Remember if yes is checked we will provide a link to that class roster where the students can enroll. If No is checked the students will need to contact the phone number or Email you provided to register for the class. Once we have the instructor functions of our new system up and running and you have created a user account you can log in and print the roster for your first night of class.
3. Class Full – At times your classes are full when you send in the Registration Card or do not want the class posted on the WEB because you know you can fill it locally by placing adds in the paper or just by word of mouth, if that is the case check Yes and your class will not be posted on the WEB and we will not give out the class information to the public when they request upcoming class information by calling one of our offices.
4. Contact Email – If you would like to use your email address as one method for students to register for your class please indicate it here. We are also hoping to create an Email Distribution list in the future.
5. Send Student Packets by Date – If you would like to receive your class materials earlier please indicate the date you would like to receive them by here, the system will send out materials 5 weeks prior to this date. If this field is left empty the system will send out your class materials 5 weeks prior to the start date of your class.

You will also notice new fields on the **Safety Course Roster and Remittance.**

1. The first new field is for the Lead Instructor. The Lead Instructor will now indicate the hours that they themselves volunteered for this class.
2. Hours Volunteered and Signature field under “Other Instructors”. For each additional instructor that helps with this class they must indicate how many hours that they volunteered in this column and not only print or type their name but sign as well.
3. **DNR Cust. No.# and Pass or Fail** fields for the student. In the DNR Customer No.# field please write clearly or type the correct DNR Cust. ID# provided to you by the student. If the DNR Cust. No.# is missing, written poorly or not complete it will delay the student receiving their student certificate. In the Pass or Fail field check the box that indicates if that student passed or failed, you will no longer be required to cross the students name off the roster and write failed by their name.

Last but not least on the **Student Safety Course**

Registration Card, we have removed the Temporary No.# and replaced it with the DNR Customer ID #. Use this field to record the students DNR Cust. ID# when they provide it to you. You will then need to transfer this number over to the roster before submitting to the DNR. The student will also use this number as their student certificate number that will be on the temporary that they receive from you after passing the class.

We also have a **new look for our upcoming classes** that are listed on the WEB. Here is the link, when you get a few minutes visit the WEB site to get familiar with it.

<https://hfwolf.centraltechnology.net/wdnr/laam.nsf/public/HSClasses?OpenForm>

Again, once we have all the bugs worked out and are ready to go live we send out a letter to all instructors with the date we are planning to go live and how to get to the new system.

If you have questions or need help with the new fields on your forms feel free to give your Recreational Safety Warden, Rachel or I a call, any one of us would be more than happy to help you.

Have a fun but safe riding season, *Julie*

Customer ID Requirement for Students

By Rachel Lesczynski

Back in July a letter was mailed to all instructors informing them about the new requirement for students to obtain and provide their DNR Customer ID number prior to the completion of any recreational safety course. This is a one time requirement for the student and will be the responsibility of the student and/or parent to obtain. This customer ID and record will stay with the student forever and will contain all of the student recreational safety records, any license or permit records as well as any recreational safety vehicle registrations. If the student has already purchased any type of DNR license or permit, they will already have a customer ID number. The student can find this number printed on their DNR license.

There are two simple ways to get a customer ID and number listed below. The student will need to provide their full name, address, date of birth, and phone number.

- Visit any DNR Service Center and ask the customer service representative to assist you in creating one or,
- Call our toll-free number at 1-888-WDNR INFO (1-888-936-7463). DNR staff is available at this number 7 days a week from 7:00 a.m. to 10:00 p.m. to assist the students in creating a customer ID.

To make this process go smoothly for both you and the students, here are some helpful hints:

- When registering a new course, add in the course notes that the student must have a DNR customer ID before registering for the class. The student should then have their ID number before the class even starts.
- When advertising a course, include the DNR customer ID number requirement and the two simple ways to get an ID mentioned above.
- If you have a pre-registration day, you can inform students of this requirement, or even have them set-up the ID's right there by calling in on a cell phone or other phone. The student(s) should be informed that they will not be able to take the test if their customer ID is not provided by test time.
- If the student has not provided you with their customer ID number by the half way point in the course, have their parents come in during the next class meeting and discuss the requirement with them.

The Department informs students about the customer ID requirement on our website and in our news releases; however we know everyone will not get the message or

remember it. Our instructors are the most visible and important way of getting this information passed along to the students. If you have any questions or concerns, feel free to contact me at 608-264-8544, or email:

Rachel.Lesczynski@wisconsin.gov. Wishing you a safe and snow-filled snowmobile season!

Proper Headlight Adjustment Critical For Nighttime Riding

By Recreational Safety Warden, John Plenke

Night riding is popular for many reasons. By the time students are home from school, parents are home from work and supper is over; it is usually dark out. It's at that time that many hop on their sleds and go for a ride. Although there is an enchantment about riding your snowmobile at night, there is an inherent danger as well.

Properly working and adjusted headlights are critically important for those who venture out after dark. Overdriving ones headlights account for many serious and fatal accidents each year in Wisconsin and other states. Typically the high beam on a snowmobile will clearly define an object in front of it out to about 210 feet. At 40 mph it will take you about 200 feet to stop your snowmobile with normal, unimpaired, reaction time while applying the brakes. If your high beam is out of alignment that could reduce your visibility of objects in front causing the amount of time it takes you to react, to increase.

Types of headlights and their adjustment vary with the type and age of your snowmobile. Please consult your owner's manual to make this adjustment. Typically you will place your snowmobile about 25 feet from a flat surface to make these adjustments. The high beam when activated should shine higher on the wall, usually about 6-10 inches above the mark where the low beam shines. It should be a significant difference in the amount of light it casts in comparison to the low beam.

To give you an idea on speed and the amount it takes you to react and stop your sled safely, remember this: It takes the operator with unimpaired reaction times 300 feet to stop, going 50 mph, 440 feet, when traveling at 60 mph and 580 feet(almost two football fields), when going 70 mph.

Please remember to instruct your students that riding a snowmobile is only as safe as far as you can see ahead of you. At night it is imperative that you reduce your speed to effectively stop your machine. Operating at the same speed you do during the daytime, at night, is a sure recipe for a crash.

By slowing down, operating within your own abilities, and operating sober, you will find night operation of a snowmobile an enjoyable activity.

Instructor Manual vs. Instructor Guide By Recreational Safety Warden, Chris Wunrow

Hello to all snowmobile safety instructors who are reading this article. I am the Recreational Safety Warden stationed in Spooner. I want to remind you about the difference between the Wisconsin Recreational Safety Instructor Manual and the Teaching Snowmobile Safety Instructor Guide. Both are useful tools to teach snowmobile safety but for different reasons.

The Safety Instructor Manual is used in all of the safety programs the WI DNR offers. This manual is broken into three chapters.

Chapter 1 is titled Wisconsin Safety Education Programs and has the following sections:

- Objectives of the Safety Education Programs
- Roles and Responsibilities of the WI DNR and DNR Staff
- Instructor Certification and Requirements
- The Student
- The Safety Education Class

Chapter 2 is titled Individual Program Specifications. The snowmobile safety program starts on page 28 and ends on page 31.

Chapter 3 is titled Resource Materials and has the following sections:

- The Learning Process
- Teaching Methods
- Teaching Aids
- Lesson Plans
- Student Testing
- Public Speaking
- Appendix A – Certificate of Protection in Lieu of Insurance Policy

This manual was mailed to you when you were sent your instructor materials once your snowmobile instructor certification was approved. If you have been a long time instructor, you may not have the most current manual. The most current revision of this manual is 4/2007.

If you need a copy of the most current manual, you can find it by using the below website address:

<http://dnr.wi.gov/org/es/enforcement/docs/manual.pdf>

Once you find the site, you can save it as one of your favorites. You can also contact your Recreational Safety Warden to find out how to obtain a printed copy of the manual.

The Teaching Snowmobile Safety Instructor Guide is used in conjunction with the student manual titled Wisconsin Snowmobile Safety and You. The guide is just that, a guide. It should be used by the instructor to assist them with delivering the material that is contained in the student manual.

At your upcoming workshops being scheduled by your local Recreational Safety Warden, you will be going over lesson plans that have been developed to give hands-on training for concepts that are covered in the student manual. The instructor guide and lesson plans are the tools needed to teach an interactive, hands-on snowmobile safety class.

If a snowmobile safety instructor has remained active, they should have the most current revision of the instructor guide. When some instructors receive their student materials, they see there is a different revision date on the student manual from what their instructor manual has. If there has been major Department made changes in the snowmobile safety program, every active snowmobile safety instructor will receive the revised instructor guide.

When an instructor does not teach in a class for 2 years, he or she becomes inactive. Inactive instructors do not receive mailings and updates. Therefore it is important for snowmobile safety instructors to remain active in some aspect of teaching a snowmobile safety class.

If you need to request new instructor guides, do not call the WI DNR warehouse in Madison. The warehouse staff has been instructed not to fill requests coming directly from an instructor. Warehouse staff is limited and works on all of the safety programs.

Often instructors receive materials from the warehouse and then realize they are the same materials they currently have. This becomes a waste of postage and materials. Unnecessary costs come out of the snowmobile safety program funds.

If you have questions about your instructor guide or the lesson plans, contact your local Recreational Safety Warden. On a final note, please be sure to read what Snowmobile Administrator Gary Eddy has to say about the soon to be available new student manual and instructor guide.

Thank you for all you do to make snowmobiling safe in Wisconsin!

ICE SAFETY

By Recreational Safety Warden, John Bronikowski

By now you should all be familiar with the DNR mantra “No ice is safe ice” but we need to be practical as well. Snowmobiling often involve riding on ice. And if you like ice fishing, you are going to be on the ice with some sort of motor vehicle.

Knowing the ice conditions is a key to being safe out on the ice. There are literally hundreds of websites that have guidelines for safe thickness. Talking to other snowmobilers, bait store operators, or ice fishermen is a way to assess what the local conditions are. But ice thickness can vary even on the same body of water. Moving water from streams and springs cause ice to form unevenly.

Being prepared for ice travel means being ready for the possibility of breaking through the ice. Not being prepared can cost you dearly. At least three people have gone through the ice on snowmobiles and drowned in EACH of the past 5 seasons in Wisconsin. And unfortunately, the chances are high that this will happen again this season.

Wearing the proper clothing is always important. Flotation garment companies like Stearns and Mustang make outerwear that provides buoyancy. Stearns makes jumpsuits and float coats that are not only are Coast Guard approved PFDs but are warm as well. Mustang has come out with a flotation line of outerwear called Ice Rider. The Ice Rider is available in bib-overall type pants, jackets, and coats. Although the Ice Rider is not coast Guard certified as a PFD, it is less bulky and more flexible than the Stearns offerings. This makes the Ice Rider similar to snowmobile suits with the added benefit of closed-cell foam that both insulates and floats. Stearns and Mustang outerwear offer a big advantage over traditional winter garments that tend to absorb water and lose their insulating properties when they get wet.

If you are not in the market for new outerwear, wearing a PFD under your existing garments will at least give you additional buoyancy and warmth. And having a set of ice awls or picks in your pocket is advisable as well. Ice awls like the Pick-of-Life product made by Angel-Guard is a must for ice travel. Awls make climbing out of an ice hole much easier by affording a grip on an otherwise slippery surface. And if you have flotation from a Mustang or Stearns garment your body will already be on top of the water and that much easier to get onto the ice.

If you do go through the ice head towards the direction you came from, because that is where ice that once supported you is. If you don't have picks along, kick your feet as you crawl out of the hole and keep your body low to spread out your

weight. Walk on your forearms until the majority of your body is on a solid surface. If you pause briefly to let your clothing drain, it can make you significantly lighter. And consider rolling once you are about two-thirds on to the ice. Rolling spreads your weight over a much larger area than crawling. Avoid standing until you are a ways away from the hole and on thicker ice.

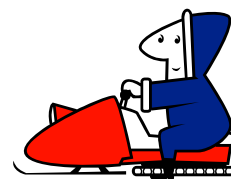
I hope none of you ever go through the ice. But people do every year. I myself have gone through the ice several times and I know self-rescue is a viable option. But being prepared and wearing flotation is the smart thing to do.

Safely Crossing Roads with a Snowmobile By Recreational Safety Warden, Jeremy Cords

Road crossings are a critical part of safe snowmobile operation when trail riding. Here are several reasons why riders should treat every road crossing with the highest level of awareness and caution.

As you know, most snowmobile trail crossings in Wisconsin don't necessarily occur at road intersections. This makes it hard for automobile traffic to be aware of where you are and even harder for them to prepare for a sudden stop. High snow banks, trees, brush and just general poor trail crossing location often hides snowmobilers from the vehicle driver on the road. Riders should always assume that motor vehicle traffic doesn't see them and won't be able to stop in time to avoid a collision. Just as with snowmobile operation, a variety of factors can affect a motor vehicle operator's concentration level such as fatigue, intoxication, talking on the phone, talking with passengers, etc. Bottom line is that motor vehicles have the right of way and during a collision the snowmobile operator will most always lose.

A significant amount of steering ability is lost while crossing roads. A main highway crossing may not have any snow on it and therefore have nothing for the wear bars to steer on. Town roads may consist of packed down snow and ice, which also causes steering difficulties as well as traction problems. Again, motor vehicles are larger and have the right of way. Trying to squeeze between vehicles or “beat” a vehicle is not worth the gamble. Be patient and cross only when it's 100 percent safe to do so.



We want everyone to arrive home, safe and sound. Here are some important things to remember when riders are preparing to cross a road on a snowmobile.

- Select a crossing point that offers good visibility in both directions.
- Snowmobile operators must yield the right-of-way to all oncoming traffic.
- Operate straight across the road, not at an angle. A 90 degree right angle is always the shortest distance across a road.
- Always come to a complete stop before attempting to cross. Additionally, it's the law.
- Riders should elevate their view by kneeling or standing and always look both ways.
- If a vehicle looks like it is slowing down, riders should be sure to make eye contact with the driver and wait until the vehicle actually stops before crossing as the roads may be icy.
- Riders should cross in the standing or kneeling position to give them maximum visual exposure to oncoming traffic.
- Riders should take your time and cross safely, it's not a race. Speeding to get across in front of vehicle is not safe.
- Riders are responsible for their own safety. Do not trust your life too someone that is acting as a crossing guard or waving you across. Take your life into your own hands.
- If traveling in a group, each snowmobile rider needs to come to a complete stop prior to crossing single file.
- Riders needing additional traction can stand with their feet as far back on the running board as possible and bounce to gain momentum.
- Riders can also try to cross at intersections where automobiles are expected to slow down or stop.
- Riders should always be cautious and avoid becoming a statistic

Thanks for donating your time, skills and abilities as a Wisconsin DNR Volunteer Snowmobile Safety Instructor. I hope that you have a safe and enjoyable snowmobiling season.

SNOWMOBILE ACCIDENTS

By Recreational Safety Warden, April Dombrowski

Have you ever been involved in a snowmobile crash? Did you know what to do at the crash scene? If you have never been involved in a crash or never experienced being on scene of a snowmobile crash have you given it much thought what you would do or should do?

If you are involved in a crash, the first thing to do is ensure that you are okay and not in danger of another crash from a snowmobile behind or in front of yours. You will want to try and prevent further crashes from occurring. You can do this by having other people in your snowmobile group get in front and/or behind the scene to warn oncoming snowmobilers to be cautious with their approach.

If there are injuries at a crash site call the emergency medical service (9-1-1) as soon as practical. Be precise and clear when providing them with information. You will need to assess what injuries occurred, such as possible broken bones, pain to the back or neck area, complication in breathing, is the injured snowmobiler conscious and alert, etc.

Next, be prepared to provide them a location of the crash site. Hopefully you are familiar with the area. If not, it's important to carry a snowmobile trail map of the area to reference with trail crossings and sign markers. Some snowmobilers travel with a global positioning system (GPS). This could assist in providing EMS with your location. To assist the response time with EMS, have someone posted at the nearest road to direct them into the crash site.

All snowmobile riders should take a basic first aid course to prepare for emergencies that may occur on the trail. The American Red Cross offers training in first aid and cardiopulmonary resuscitation (CPR). You may have to provide these services until EMS arrives on site. It's important to remember if you or anyone in your snowmobile party is involved in a crash, you must provide help to anyone else who was involved in the crash.

Do you carry a first aid kit with you on your snowmobile? Basic items to include in your kit are such things as: Gauze pads, cloth sling, aspirin, adhesive dressings and tape, cold/hot pack, latex gloves, scissors, and hand sanitizer and water to name just a few.

It's important to take special note of the injured snowmobiler and what to do with their helmet when involved in an

incident. As a general rule, if you suspect any type of head, neck or spinal trauma and the victim is breathing, it is best to keep the helmet in place until first responders arrive with the appropriate trained professionals and equipment to stabilize the head and neck with a collar and backboard.

In Wisconsin, any snowmobile crash that results in a fatality or an injury requiring treatment by a physician must be reported as soon as possible to a conservation warden or other law enforcement officer. You must file a written report of the incident within 10 days to the Department of Natural Resources. If a form is not available on scene from a responding law enforcement officer, contact your nearest DNR Service Center or sheriff's office for the accident form.

NIGHT TIME DRIVING

By Recreational Safety Warden, Jeff Dauterman

Everyone seems to realize that driving snowmobiles at night has a higher risk of accidents. If I had a dollar for every snowmobiler who has told me that they won't even go snowmobiling at night I'd have a lot of dollars. But if you asked the general public, or your students, why a lot of crashes happen at night the response would probably be speed and alcohol. And they would be right, but only partially so. The real reason there are so many crashes at night is that you can't see anything beyond your headlight. In many cases you can't even see within your headlights.

Let's look at some factors of night driving. One thing that especially leaps to mind is snow dust. Even during the day snow dust is a factor effecting visibility. At night it can be downright dangerous. Snow dust at night is really millions of tiny mirrors that reflect your headlight beam back at you or off the trail. This basically blinds the driver so that they cannot see the trail ahead of them. This is why we have so many "following too close" crashes. Under the right conditions of dead calm air when snow dust lingers for a long time it may require even more of a gap than the 3 second rule for following that we teach in our classes.

Another factor to consider is depth perception. At night we have zero depth perception. So even sober, judging speed and distance to navigate curves in the trail are much more difficult. Ever wonder how snowmobilers can run right into a shoreline off a lake? It is because they lack the depth perception that allows a person to recognize and judge the distance to the shoreline. Being alcohol impaired is usually the factor that turns these situations into crashes. But I would venture to say that even sober snowmobilers have had an experience at night where they came up on a shoreline, obstacle, curve, intersection...etc a lot faster than they expected. Most snowmobilers can admit to several of these

close encounters. The reason is lack of depth perception at night.

There are of course a lot of other night driving factors such as tunnel vision, trail hypnosis, fogged goggles & face shields, vision limiting weather conditions and increased reaction time which are commonly taught in our safety courses. All these night driving factors and dangers need to be brought to the full attention of our students through discussion and examples using the crash reports and your own personal experiences. Night time driving is an extremely important facet of the Snowmobile Safety Program and should be emphasized during our courses. These night time driving factors allow dangerous situations to occur all by themselves and we must make our students aware of them. Combine these factors with excessive speed and alcohol? Well, you already know the result of that deadly mix.

I hope that this article provides you with some ideas to help you with your safety courses. Thanks for all you do to make snowmobiling safe. Have a safe snowmobiling season.....Jeff

DISCIPLINE IN THE CLASSROOM

BY RECREATIONAL SAFETY WARDEN, BILL YEARMAN

Snowmobile season will soon be upon us and I want to take this opportunity to thank all of the instructors for the hard work and dedication to the safety program.

As instructors you all have some type of routine for organizing and teaching your classes. Maybe you follow the format that you learned from your sponsoring instructor or perhaps you have changed some things over the years. In any case you likely have a system that you are comfortable with and that works for you. Can you say the same thing about how you handle discipline in the classroom? Do you have a plan or do you react to the situation? For many of us we handle whatever comes up and do a good job, but because discipline is generally not an issue we really don't plan for it.

The best way to deal with the discipline issue is to try and prevent the problem in the first place but if it happens have a standard procedure on how it is handled. To do this first decide what you and your instructors expect of the class; attendance, tardiness, talking in class, can/should they bring a snowmobile to a field day, safety concerns, any issues that could create a problem in class or cause a student to fail or be dismissed from class. Then write down your answers to these concerns and what you will do if they are not followed. For instance; all students are expected to attend all 4 classes. If a student misses a class they will not be allowed to continue attending classes.

On the first night of class explain the rules and the consequences of not following them, or better yet hand them a copy of the written rules and then explain them to the students.

The students and the parents will then know what is expected of them and what the outcome will be if the rules are not followed. If you choose to modify a rule on an individual basis because of unusual circumstances, you still have the ability to do so. One of my Hunter Safety instructors has come up with an interesting approach.

If a student does something that deserves more than a verbal warning he has a form that he gives the student and tells them that they must have their parent sign it and the student must bring it to the next class. The form states that the student was doing something wrong (it states the infraction) and if it continues he/she will be dismissed from class. This puts the parent on notice that there has been a problem in class with their son or daughter.

On the rare occasion that you have to dismiss a student from your class, you must notify the parent of the student and your Recreational Safety Warden. If you have followed the procedures above there should be very little argument from the parent that the action was not appropriate or that they did not know that the action would result in their child being dismissed from class.

In most classes discipline issues never arise, but with some preplanning we can make sure that if they do happen we are ready to deal with the situation in a fair and consistent manner.

DUPLICATE SAFETY CERTIFICATES CAN NOW BE PURCHASED AND PRINTED ONLINE BY JULIE FITZGERALD

Customers can now purchase and print their own duplicate safety education certificate from home by going to www.dnr.wi.gov and then under "Online Services" they will need to go to "Hunting and Fishing Licenses and Permits" and will find this function under the "Licenses and Permits" button.

If a customer is eligible to purchase a duplicate safety education certificate it will be listed at the bottom of the screen under "Duplicate Safety Education Card" and they will be able to click on the blue "Duplicate Safety Education Card" link to purchase and print at home.

By eligible I mean the customer has a record in our system as successfully completing and at one time being issued a safety education certificate.

Fees for purchasing a duplicate safety education certificate are still \$2.75 for the duplicate certificate but there will also be a \$1.00 convince fee for a total of \$3.75. The customer will need to pay online with a valid credit card.

One of the great benefits of purchasing and printing duplicate safety education certificates from home is that if the customer has more than one safety education certificate and they purchase and print a duplicate all of the safety education certificates will be listed on one duplicate certificate. For example if the customer has hunter education, boating education and snowmobile education they will be charged \$2.75 for the duplicate and \$1.00 convince fee for a total \$3.75 but all will be printed on one duplicate safety education certificate and they can print as many copies as they would like.

We also removed the "Student Certificate Number" from the duplicates; the "DNR Customer Number" is now the customers "Student Certificate Number", one number for all safety education certificates.

CONGRATULATIONS!

If you should happen to know one of these instructors congratulate them on their years of service as a Snowmobile Safety Instructor.

20 Years: Michael Tilleman, Steven Stritzel, Norbert Milanowski, Wayne Klug, Patrick Kinnard, Paul Huiras, Mark Henry, Richard Biech

25 Years: Rick Yurk, Michael Paul, Suelllyn Nuck, Michael Holden, Herbert Buettner

30 Years: Janice Tetzlaff, Michael Roiger, Wilmer Mueller, Thomas Lefeber, William Johnson

15 Years: Norbert Vandehei, Dierdre Strass, Thomas Shemon, Tim Peterson, Sherry Nowak, Ron Nowak, Dan McMahon, Bev Makowski, Dennis Liebergen, Sam Landes, Greg Heppner, David Hageness, Steve Fischer, Brenda Dreger, Paul Dobbett, Robert Brittnacher, Allen Breit, David Bartlett

10 Years: Rob Stevens, Pete Shambeau, Ann Schultz, Randy Schoenrock, Adam Reichwald, Dan Presslein, James Iilola, Greg O'Connell, Andrew Lyneis, Mark Lubecke, Mike Levey, Delon Lambert, John Kurt, Kelly Kohegyi, Laddy Hlavacek, Deb Halvacek, Pete Haack, Cliff Guns, Terry Gross, Laurie Glander, Ed Farrell, Dan Ebert, Ty Dubois, Jeff Cottrell, Leon Brost, Steve Biehl, Ed Beyer, Art Bahr, Ken Arendt

Department of Natural Resources
Snowmobile Safety
Recreational Safety & Education Section
Bureau of Law Enforcement
PO Box 7921
Madison WI 53707

Presorted Standard
U.S. Postage
Paid
Madison, WI
Permit 906



On the Trail with DNR is issued twice a year to snowmobile instructors and conservation wardens. It is not available to the general public by subscription. The Wisconsin Department of Natural Resources provides equal opportunity in its employment, programs, services and functions under an Affirmative Action plan. If you have any questions, please write to Equal Opportunity Office, Department of the Interior, Washington, DC 20240.

